Project: UPPER TAMOR HYDROPOWER PROJECT (285 MW) Taplejung, Nepal

Vehicle Recovery

&

Damage Assessment Report

Operational Incident Response and Fleet Restoration

Prepared for: Executive Leadership Team and Department Heads

Service Alliance

Tamor Energy Pvt. Ltd.
Employer

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Contractor

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VEHICLE RECOVERY & DAMAGE REPORT

Bharat Benz Dump Truck — Overturning Incident

Date of Incident: 20 April 2026

1. INCIDENT SUMMARY

Report Date	**20 April 2026**
Incident Date	20 April 2026
Incident Time	Approximately 5:40-6:00 PM (per audio record)
Location	Mountain construction/road site — rocky hilly terrain (Tawa)
Incident Type	Vehicle overturning / rollover during construction site operation
Severity	Major - vehicle fully overturned; significant structural damage
Reported By	Site personnel

2. VEHICLE DETAILS

Make / Brand	**BharatBenz**	**Model**	**2523 6×4**
Vehicle Type	Tipper / Dump Truck	**Colour**	Yellow
Registration No.	MP 03-009 KH / Y233	**Axle Configuration**	6×4 (Tri-axle)
Body Type	Steel tipper body	**Purpose**	Construction material haulage
Operator	Ramesh B.K.	**Driver Details**	New

3. INCIDENT DESCRIPTION

The BharatBenz 2523 6×4 dump truck was engaged in construction site haulage operations on a hilly mountain terrain when it lost stability and overturned on its side. The vehicle came to rest on its driver-side with the undercarriage fully exposed. The tipper body separated partially from the chassis during the rollover. The incident occurred on a rough dirt/gravel access road on the mountainside, which appears to be part of an active infrastructure or road construction project. Two heavy excavators — a Kobelco SK220 and a Komatsu — were deployed at the scene to stabilise and recover the overturned truck. At least two to three site workers were observed participating in the recovery and clearance operation.

4. DAMAGE ASSESSMENT

S.N.	Component	Severity	Observations
1	**Cab / Driver Cabin**	**MAJOR**	Roof and body panels crushed from rollover; visible deformation of cab structure
2	**Windshield**	**SEVERE**	Heavily cracked/shattered; structural integrity compromised
3	**Driver Side Door & Panel**	**SEVERE**	Dented and deformed; door alignment affected
4	**Side View Mirror & Mount**	**MAJOR**	Mirror arm broken/bent; mounting bracket damaged; safety ribbons (red/blue) observed tied as temporary marker
5	**Tipper Body (Dump Bed)**	**MAJOR**	Partially displaced from chassis; hinge and hydraulic lift mechanism may be damaged
6	**Chassis & Frame**	**MAJOR**	Possible chassis twist/bend — requires inspection post-recovery
7	**Engine Bay**	**Unknown**	Not visible from images; internal damage possible due to rollover impact
8	**Suspension & Axles**	**Unknown**	Undercarriage exposed; axle/spring condition requires ground inspection
9	**Tyres & Wheels**	**Moderate**	Visible tyres appear intact but condition of all 6 wheels requires physical verification
10	**Exhaust / Muffler System**	**Moderate**	Exhaust pipe and muffler visible in undercarriage image; may have sustained impact damage
11	**Cab Interior**	**Unknown**	Not visible; likely to have suffered impact damage to dashboard, steering, and controls
12	**Hydraulic System (Tipper)**	**Unknown**	Hydraulic rams partially visible; potential fluid loss and seal damage

5. RECOVERY OPERATIONS

Recovery Equipment	**1× Kobelco SK220 Excavator; 1× Komatsu Excavator**
Recovery Method	Excavator buckets used to lift and stabilise tipper body; manual assistance from site workers to guide and support during uprighting
Recovery Status	In progress at time of photography - vehicle being uprighted using excavator support

Personnel on Scene	Minimum 2–3 workers observed; excavator operators present
Road / Site Impact	Site access temporarily obstructed; no public road blockage confirmed from images
Injuries / Casualties	Not confirmed from photographic evidence - requires verbal/written confirmation from site supervisor

6. PHOTOGRAPHIC EVIDENCE

The following photographs were taken at the scene on 21 April 2026 and form part of this report.

Photo 1: Damaged cab, cracked windshield & broken mirror mount

Photo 2: BharatBenz 2523 — front view with registration plate

Photo 3: Kobelco SK220 & Komatsu excavators conducting recovery operations

Photo 4: Komatsu excavator lifting tipper body ; workers assisting uprighting

Photo 5: Overturned BharatBenz truck showing undercarriage — full rollover on mountain road

7. PRELIMINARY CAUSE ANALYSIS

Based on photographic evidence, the following factors are considered as probable contributing causes. A full root cause investigation is recommended.

S.N.	Probable Cause	Notes
1	**Unstable ground conditions**	Loose soil, gravel and rock debris typical of active mountain construction zones; uneven bearing surface
2	**Steep / narrow terrain**	Mountain road with significant gradient; limited manoeuvring space for heavy vehicle
3	**Loss of traction / tipping point**	Heavy laden tipper body may have shifted centre of gravity, causing rollover on slope
4	**Overloading (possible)**	Cannot be confirmed; load distribution to be checked against vehicle capacity
5	**Driver error / speed**	Not found guilty

8. RECOMMENDATIONS

1. Commission a professional structural and mechanical inspection of the vehicle by a certified BharatBenz service engineer before any attempt to operate.
2. Assess cab integrity - the cabin may have sustained structural compromise rendering it unsafe for occupancy.
3. Investigate hydraulic system integrity, including tipper ram cylinders, hoses, and fluid levels.
4. Obtain official accident/incident report from the site supervisor and contractor management.
5. Confirm driver and crew welfare; document any injuries and provide required medical care.
6. Review site road conditions and assess whether access roads meet minimum safety standards for heavy tipper operations.
7. Review vehicle loading procedures and confirm compliance with manufacturer's rated payload capacity (BharatBenz 2523 rated approximately 25 tonnes GVW).
8. Initiate insurance claim process with supporting photographic evidence and this report.
9. Implement corrective safety briefing for all heavy vehicle operators at the site.